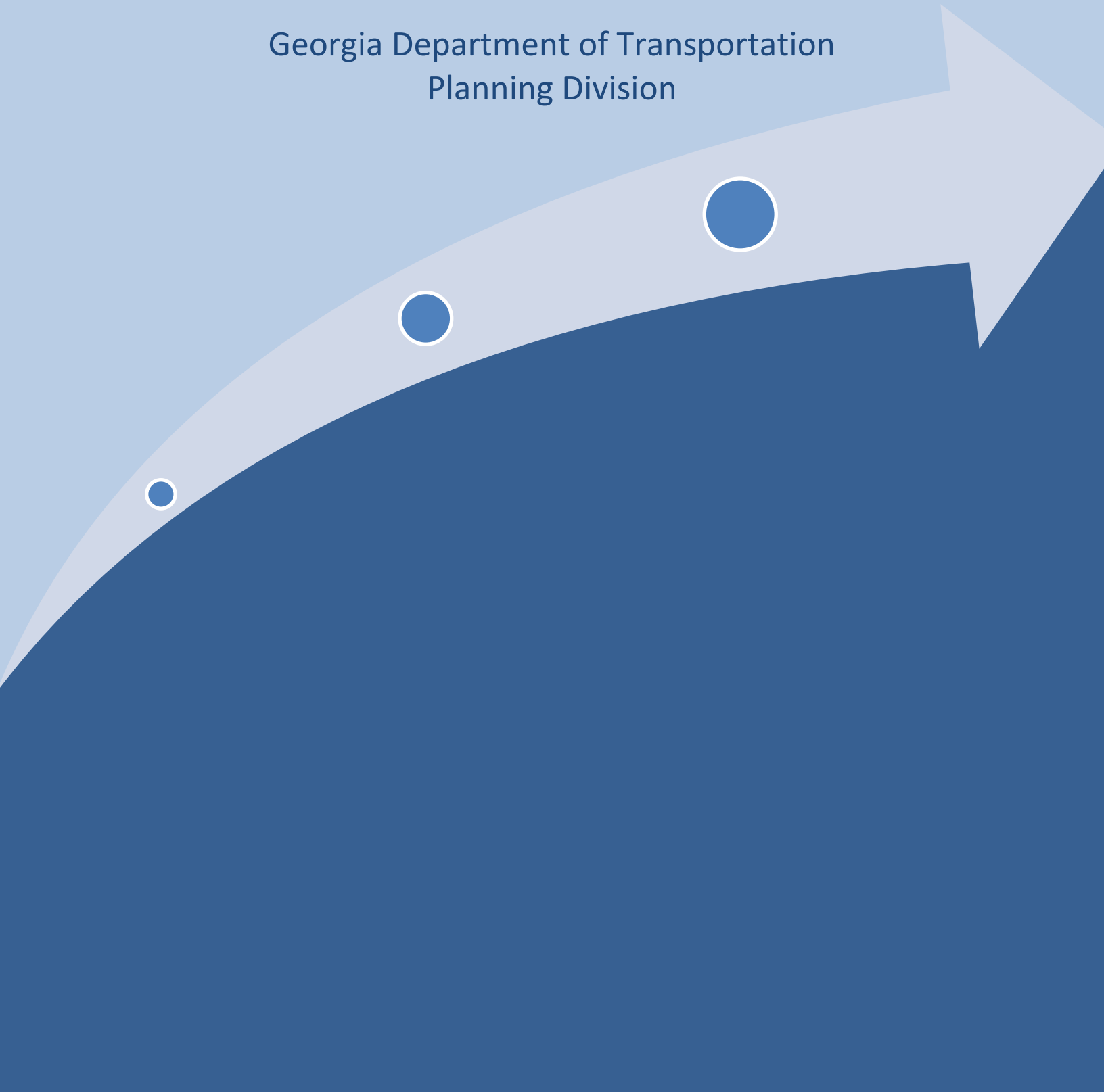


# **STATEWIDE STRATEGIC TRANSPORTATION PLAN PROGRESS REPORT December 2014**

Georgia Department of Transportation  
Planning Division





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# Introduction

The Statewide Strategic Transportation Plan (SSTP) is the official, intermodal, comprehensive, fiscally constrained transportation plan for Georgia. It includes projects, programs, and other activities to support the implementation of the state's strategies to achieve its transportation goals. Governor Nathan Deal approved the current SSTP on September 11, 2013,<sup>1</sup> and state law requires the Georgia Department of Transportation (GDOT) Director of Planning to report annually on the progress of projects and programs in the SSTP.<sup>2</sup> The SSTP Progress Report helps the state make prioritized transportation investment decisions by monitoring the execution of the SSTP and the performance of the transportation system throughout the state, including:

1. Measuring the performance of Georgia's existing transportation network in order to demonstrate the extent to which the state is on the right track toward achieving its transportation goals;
2. Ensuring plans for Georgia's future transportation network support the goals and objectives of the SSTP; and
3. Monitoring the implementation of Georgia's transportation plans to ensure the on-time and on-budget delivery of strategic investments.

The first SSTP Progress Report, published in February 2012, included a snapshot of the performance of Georgia's transportation system using a series of measures outlined in the SSTP. It also contained a high-level assessment of how plans for Georgia's future transportation network support the SSTP's investment guidelines and funding priorities. It focused on metro Atlanta and included statewide highlights from fiscal year (FY) 2010. The second report analyzed the allocation of funds in Georgia's near-term transportation plans to transportation investments that the SSTP identified as critical to keeping Georgia economically competitive. The third report focused on

the performance of Georgia's existing transportation system and the on-time/on-budget delivery of GDOT's transportation projects.<sup>3</sup> The current report combines elements of the first three reports. It focuses on the performance of Georgia's existing transportation system and the on-time/on-budget delivery of GDOT's transportation projects and analyzes the allocation of funds in Georgia's near-term transportation investments.

Governor Deal has set strategic goals in support of his vision for a lean and responsive state government that allows communities, individuals and businesses to prosper.<sup>4</sup> Among these goals are:

- Improving the movement of people and goods across and within the state;
- Expanding Georgia's role as a major logistics hub for global commerce;
- Leveraging public-private partnerships and improving intergovernmental cooperation for successful infrastructure development; and
- Reducing injury and loss of life on Georgia's roads.

Building from Governor Deal's priorities, GDOT's Strategic Plan<sup>5</sup> also includes goals for:

- Taking care of the state's existing transportation assets in the most efficient way possible; and
- Planning and constructing the best set of mobility-focused projects possible, on schedule.

GDOT measures its performance to track progress toward achieving the state's strategic transportation goals. This report reviews the current status, trends, targets, and strategies related to these measures.

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<sup>1</sup> <http://www.dot.ga.gov/Projects/programs/Documents/SSTP/Plan/-Statewide%20Strategic%20Transportation%20Plan%20Update.pdf>

<sup>2</sup> O.C.G.A. § 32-2-41.1

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<sup>3</sup> <http://www.dot.ga.gov/Projects/programs/Documents/-SSTP/Reports/AttachmentE-SSTP-SB200.pdf>

<sup>4</sup> [http://opb.georgia.gov/sites/opb.georgia.gov/files/related\\_files/-site\\_page/State%20Goals%20April%202013%20FINAL.pdf](http://opb.georgia.gov/sites/opb.georgia.gov/files/related_files/-site_page/State%20Goals%20April%202013%20FINAL.pdf)

<sup>5</sup> <http://www.dot.ga.gov/informationcenter/pressroom/-Documents/publications/StrategicPlan/FY2015StrategicPlanUpdate.pdf>



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# Transportation Performance Dashboard<sup>6</sup>

Goals and Performance Measures	Area	Year	Value	Target	Status
Reducing injury and loss of life on Georgia's roads					
Reduction in Annual Highway Fatalities	Statewide	2013	10 Fewer Fatalities	≥ 41 Fewer Fatalities	
Taking care of what we have, in the most efficient way possible					
Percent of State-Owned Bridges Meeting GDOT Standards	Statewide	2014	89%	≥ 85%	
Percent of Interstates Meeting Maintenance Standards	Statewide	2014	74%	≥ 90%	
Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards	Statewide	2014	73%	≥ 90%	
Planning and constructing the best set of mobility-focused projects we can, on schedule, to improve the movement of people and goods across and within the state					
Percent of Right-of-Way Authorized On Time	Statewide	2014	56%	≥ 75%	
Percent of Construction Authorized On Time	Statewide	2014	69%	≥ 80%	
Percent of Projects Constructed On Time	Statewide	2014	70%	≥ 80%	
Percent of Projects Constructed On Budget	Statewide	2014	100%	≥ 90%	
Annual Congestion Cost per Peak Auto Commuter	Metro Atlanta	2011	\$1,120	≤ \$1,106	
Metro Atlanta Morning Peak Hour Freeway Speeds (General Purpose Lanes)	Metro Atlanta	2014	37 mph	≥ 40 mph	
Metro Atlanta Evening Peak Hour Freeway Speeds (General Purpose Lanes)	Metro Atlanta	2014	38 mph	≥ 40 mph	

<sup>6</sup> For more information on these performance measures, see the Appendix or <http://www.dot.ga.gov/informationcenter/statistics/performance/Pages/default.aspx>.

# Transportation Performance Dashboard<sup>6</sup>

Goals and Performance Measures	Area	Year	Value	Target	Status
Planning and constructing the best set of mobility-focused projects we can, on schedule, to improve the movement of people and goods across and within the state					
Metro Atlanta Morning Peak Hour Freeway Speeds (HOV and HOT Lanes)	Metro Atlanta	2014	44 mph	≥ 45 mph	
Metro Atlanta Evening Peak Hour Freeway Speeds (HOV and HOT Lanes)	Metro Atlanta	2014	37 mph	≥ 45 mph	

# Recent Developments

A number of developments in FY 2014 continued the state's progress toward implementing the SSTP and the Governor's strategic transportation goals. Examples include financing and advancing the I-285/SR 400 interchange and collector/distributor projects; GDOT's adoption of a Freight Corridor Network; the execution of a public-private partnership to help finance and construct Express lanes on I-75 and I-575, the largest transportation infrastructure project let to construction in GDOT's history; and the Atlanta Metropolitan Planning Organization's update to the metro Atlanta Regional Transportation Plan (known as PLAN 2040).

**"Improvements to the I-285/SR 400 interchange will provide important economic and quality of life benefits and will expand Georgia's role as a major logistics hub for global commerce."  
— Governor Nathan Deal**

## I-285/SR 400 Interchange and Collector-Distributor Projects

On May 15, 2014, Governor Deal announced a state commitment to fully fund improvements to the I-285/SR 400 interchange, a project of statewide significance. Deal and GDOT board members approved the sale of \$130 million in previously authorized bonds and the use of \$81.5 million in accrued state motor fuel funds to accelerate the process of reconstructing the I-285/SR 400 interchange. "This interchange is one of the most congested intersections in the United States, and the time has come to bring much needed relief to commuters and area businesses. Improvements to the interchange will provide important economic and quality of life benefits and will expand Georgia's role as a major logistics hub for global commerce."

To complete the funding of the I-285/SR 400 interchange and collector-distributor projects, GDOT will

utilize a public-private partnership model similar to the I-75 Northwest Corridor and consistent with Governor Deal's strategic goal of leveraging public-private partnerships for successful infrastructure development.

**"Increasing Georgia's role as a global hub for freight and logistics requires us to prioritize limited resources toward the most critical roads and interchanges. The Freight Corridor Network does just that..."  
— Governor Nathan Deal**

## Freight Corridor Network

The State Transportation Board voted in August 2013 to adopt the official Freight Corridor Network.<sup>7</sup> The network presents a cohesive and complete map of the state's priority of roads for freight movements. "The Freight Corridor Network was identified through technology, data collection and discussions with leaders in the logistics industry," former State Transportation Board Chair Jay Shaw noted. "We studied the situation and determined the most important areas of improvement to help keep freight moving and keep Georgia at the top of economic development efforts. We worked closely with the Georgia Ports Authority and the Center of Innovation for Logistics to ensure we incorporated future projections and needs for freight movement." House Bill (HB) 202, signed into law during the 2013 legislative session, allows for projects on the Freight Corridor Network to be exempted from Congressional Balancing related to transportation dollars spent on the routes.

"Increasing Georgia's role as a global hub for freight and logistics requires us to prioritize limited resources toward the most critical roads and interchanges," said Governor Nathan Deal. This designated Freight Corridor Network does just that, and I appreciate the

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<sup>7</sup> <http://www.dot.ga.gov/freight>

cooperation we've had with the GDOT Board and the General Assembly to bring this plan to fruition."

**"The Northwest Corridor will create new commute options for motorists and boost our state's economic development efforts, as maintaining a strong transportation system is a key component to attracting new business to the state."  
— Governor Nathan Deal**

## **Northwest Corridor and I-75 South Metro Express Lanes**

The Northwest Corridor project is the largest transportation infrastructure project let to construction in GDOT's history. It will improve travel in the I-75/I-575 corridor by adding 29.7 miles of toll lanes along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road. Two Express lanes will be built to the west of the existing lanes along I-75 between I-285 and I-575. From that interchange, one express lane will be added along I-75 north to Hickory Grove Road and one express lane will be added along I-575 to Sixes Road. It will be financed and constructed via GDOT's Public Private Partnership (P3) Program, consistent with Governor Deal's strategic goal of leveraging public-private partnerships for successful infrastructure development.

P3 projects leverage limited transportation funds by partnering with the private sector. Private industry partners are able to bring innovative approaches, both in terms of funding and project delivery methods. The private sector partner responsible for design, construction and partial financing of the Northwest Corridor project is the Northwest Express Roadbuilders (NWER), a joint venture of Archer Western and Hubbard Construction. The project contract with NWER was executed in November 2013.

At the project's September 17, 2014, groundbreaking Governor Deal stated that "The Northwest Corridor will create new commute options for motorists and boost our state's economic development efforts, as

maintaining a strong transportation system is a key component to attracting new business to the state."

In addition, I-75 south of Atlanta is in line for dramatic mobility improvements with GDOT's approval of a project to add 12 miles of managed express lanes to the heavily congested corridor. The Department awarded a \$176.2 million contract to a Georgia company to build variable-rate toll lanes along I-75 between State Route 155/McDonough Road and State Route 138/Stockbridge Highway in Henry and Clayton counties.

"This project is going to provide trip time reliability and mobility options on this portion of the Interstate Highway System in Metropolitan Atlanta by adding much-needed new capacity," Commissioner Keith Golden commented. "Traffic has been increasingly problematic in this corridor and the growth of Atlanta's Southside is only going to continue. This project will help accommodate that growth and contribute to the economic prosperity of the region.

"Well in excess of 100,000 vehicles, including both commuters and thousands of tractor trailers passing through Atlanta, utilize this corridor each day," Commissioner Golden added. "These Express Lanes will benefit both the commuters and the through traffic and, as one of the first components of the Department's metro-wide managed lanes network, will offer a glimpse of the improved mobility options coming to all of Metro Atlanta."

The project will be constructed utilizing GDOT's innovative design/build approach to expedite project delivery. Initial work began in FY 2014 and the lanes are expected to open to traffic during the first quarter of calendar year 2017. Two lanes will be added in the center median of I-75 from State Route 138 in south Clayton to just north of State Route 20 and one reversible lane, also in the center median, will extend from that point to State Route 155 in Henry. The lanes will be barrier-separated and reversible – carrying traffic northbound in the mornings and southbound in afternoons and evenings. In addition to State Routes 155 and 138, the Express Lanes will be accessible at Interstate Highway 675, near State Route 20, and at Jonesboro Road. The State Road and Tollway Authority (SRTA) is partnering with GDOT on the project. Motorists will be able to utilize the I-75 lanes and other

managed lanes system roadways by choosing to participate in SRTA's Peach Pass program which uses remote transponders to assess variable-rate tolls based on traffic volumes.

## PLAN 2040 Update

In March 2014, the Atlanta Metropolitan Planning Organization updated PLAN 2040, metro Atlanta's long-range Regional Transportation Plan. Subsequently, in April, the Georgia Regional Transportation Authority Board approved the metro Atlanta FY 2014-2019 Transportation Improvement Program (TIP), the short-range implementation element of PLAN 2040, on behalf of Governor Deal.

Consistent with the SSTP's goals, the Governor's goals, and GDOT's goals, the plan will enable the state to deliver, maintain, and optimize the surface transportation network in the 18-county metro Atlanta region with benefits to the entire state. It will improve the movement of goods and people, grow Georgia's role as a global hub for logistics and commerce, allocate needed resources to safety projects, help maintain our current assets, and leverage public private partnerships and intergovernmental coordination over next few years in ways the state has never done before.

Examples of key projects include: The Northwest Corridor project, part of an over 50-mile expansion of new, reliable lanes on metro Atlanta's interstates, the likes of which hasn't occurred since the 1980s; the addition of truck-friendly lanes on SR 6; signal synchronization projects along roads where widening is not an option; enhancements to the HERO and TRIP programs to address the 50% of congestion that is nonrecurring; increased funding for MARTA to increase train frequencies during the peak commuting periods; and working more closely with Community Improvement Districts and local governments to ensure we are investing our limited resources where they can do the most good (e.g., the Skip Spann Connector in Cobb County).

## Truck Restrictions inside I-285

In 2014, the Georgia General Assembly passed and Governor Deal signed into law HB 753 codifying GDOT's restrictions on truck movements inside I-285. As of July 1, 2014, it is against state law for trucks with more than

six wheels to travel on I-20, I-75, I-85 or SR 400 inside I-285 unless the driver is making a pick up or delivery inside I-285; traveling to or from the truck's terminal facility inside I-285; traveling to or from a repair facility located inside I-285 for service; or traveling to or from his or her residence inside I-285.<sup>8</sup> HB 753 also gives GDOT the authority to close or limit access to any portion of road on the state highway system due to a declared state of emergency for inclement weather conditions, requiring motor vehicles to be equipped with tire chains, four-wheel drive, or snow tires in order to proceed.<sup>9</sup> The law will enable the state to more effectively manage recurring and nonrecurring congestion inside I-285.

**"The Ready Georgia app...will keep us better informed when emergency situations arise."  
— Governor Nathan Deal**

## Ready Georgia Mobile App

On June 1, 2014, Governor Deal and the Georgia Emergency Management Agency/Homeland Security launched an upgraded version of the state's emergency mobile app, Ready Georgia, designed to help Georgians stay safe and informed during emergencies. Upgrading the app was one of the recommendations of the governor's Severe Winter Weather Warning and Preparedness Taskforce.

"When severe weather hit our state this year, I called on our emergency management agency to upgrade the state's emergency app with shelter information, alternative transportation routes and other emergency-related information," Deal said. "The Ready Georgia app already served as a good resource for Georgians, but now that its capabilities have been expanded it will keep us better informed when emergency situations arise. I appreciate the cooperative efforts of all involved in this process, and I encourage everyone to download this app in advance of future weather-related emergencies."<sup>10</sup>

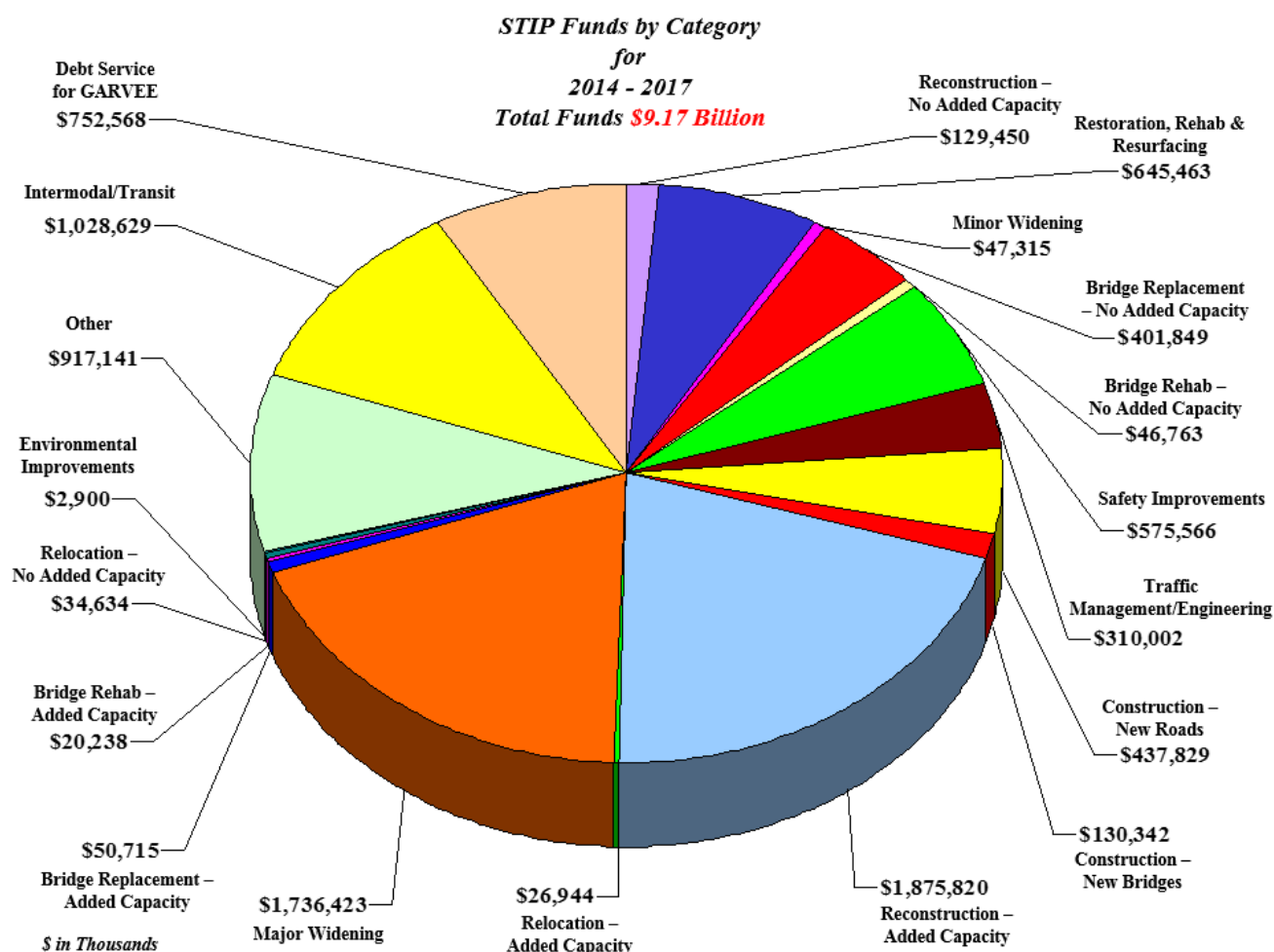
<sup>8</sup> O.C.G.A. § 40-6-51

<sup>9</sup> O.C.G.A. § 32-6-5

<sup>10</sup> [www.ready.ga.gov/mobileapp](http://www.ready.ga.gov/mobileapp)

The app features geo-targeted severe weather and emergency alerts that will notify users' phones before disasters strike. The app also includes traffic information, including a live traffic map with incident reports straight from GDOT. Finally, an enhanced shelters map displays the location of open Red Cross shelters and approved "good Samaritan" shelters, and provides directions from the users' current location.

# Allocation of Investments by Project Type



The SSTP outlines the state's transportation investment strategy to improve network performance and keep Georgia economically competitive. Because funding resources are constrained, the first requirement is to get the most performance possible out of the existing transportation network. The second is to add capacity where it will create the most benefit.

Georgia's 15 Metropolitan Planning Organizations each prepares a long-range regional transportation plan (LRTP) and a short-range transportation improvement program (TIP). These plans reflect the transportation priorities of their respective regions and are developed through local and state cooperation. The LRTPs contain fiscally-constrained lists of projects covering a planning horizon of at least twenty years. The TIPs contain lists of

projects and phases scheduled for authorization within a four-to-six year timeframe.

The Statewide Transportation Improvement Program (STIP) combines the first four years of the TIPs with the projects in rural areas scheduled to be authorized within a four-year period.<sup>11</sup> The projects and funding in the STIP provide a picture of the investment priorities of the 15 Metropolitan Planning Organizations and the rest of the state. The pie chart above shows the allocation of funds by project type in the FY 2014-2017 STIP. Of the \$9.17 billion programmed over the next four years, nearly a quarter is invested in maintaining and maximizing the existing network and almost half in targeted increases to network capacity.

<sup>11</sup> <http://www.dot.ga.gov/Projects/programs/Pages/STIP.aspx>

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# Performance of Georgia's Existing Transportation Network

Generally speaking, Georgia's transportation network is performing well with respect to the Governor's and GDOT's goals. Georgia's transportation network is also performing well in comparison to other states. Even so, opportunities exist to enhance performance and network reliability as described below.

**Georgia had the lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast in 2012.<sup>11</sup>**

## Georgia's Roads are Getting Safer

2013 marks the eighth year in a row with fewer highway fatalities in Georgia than the previous year. In 2012, the most recent year for which complete statistics are available, Georgia had the lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast.<sup>12</sup>

This positive trend may be attributed in part to Georgia's Strategic Highway Safety Plan (SHSP) and the cooperation and collaboration of agencies represented by the SHSP executive board, known as the "Safety Program Leadership." The SHSP is a broad effort that includes the Governor's Office of Highway Safety, GDOT, Department of Public Safety, Department of Public Health, Georgia Regional Transportation Authority, Department of Driver Services, Prosecuting Attorney's Council, Metropolitan Planning Organizations, Georgia Hospital Association, National Highway Traffic Safety Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration, local governments, the law enforcement community, and others. Emphasis area task teams develop specific, "four safety E's" programs involving engineering,

enforcement, education, and emergency medical services. The SHSP executive board meets quarterly to consider task team recommendations and progress updates.



About one out of every four roadway fatalities in Georgia occurs at intersections. GDOT is using a multifaceted approach to improve intersection safety. The approach includes pursuing major improvements as well as deploying large numbers of relatively low-cost, effective countermeasures. In addition, in the spring of 2013, GDOT's Traffic Operations office tasked an independent, multidisciplinary Road Safety Audit team to identify and document roadway safety issues and recommend improvements. Several other states have successfully used Road Safety Audits as a proactive, low-cost approach to improving safety, developing innovative solutions, and saving lives.

Examples of safety improvement projects authorized and/or completed by GDOT in FY 2014 include:

- Installation of a railroad crossing warning device at the County Road (CR) 2509/Walton Way CSX #279424F crossing in Richmond County (construction authorized in FY 2014);
- Upgrading existing traffic signal equipment and installing pedestrian accommodations on I-85

<sup>12</sup> Based on FHWA Highway Statistics Series Tables FI-10 and VM-2 from <http://www.fhwa.dot.gov/policyinformation/statistics/2012/>

access ramps at State Route (SR) 8, SR 17, SR 59, and SR 72 at 12 locations in Franklin, Hart, and Madison counties (construction authorized in FY 2014);

- Improving the intersection at SR 3/Northside Dr at Collier Rd in Fulton County (construction authorized in FY 2014);
- Improving the intersection at SR 67 bypass at CR 142/Pulaski Rd in Bulloch County (construction authorized in FY 2014); and
- Upgrading safety enhancements on SR 20 from Bartow to Forsyth County and on SR 140 from Bartow to Fulton in Cherokee County. Enhancements include rumble strips, upgrading existing signage, installing post-mounted delineators/chevrons, adding and/or replacing guardrail where appropriate and installing high friction surface treatment where applicable (construction authorized in FY 2014).

**Georgia had the lowest percentage of rural interstates and fourth lowest percentage of urban interstates classified in poor condition in the nation in 2012.<sup>14</sup>**

### Georgia's Roads are Well Maintained

Georgia is responsible for maintaining nearly 18,000 centerline miles of roadway, the tenth highest in the nation—greater than Florida, New York, and California.<sup>13</sup> Even so, in 2012, the most recent year for which complete statistics are available, compared to all other states in the nation, Georgia had the fourth lowest percentage of urban interstates in poor condition, the second lowest percentage of rural other principal arterials in poor condition, and the lowest percentage of rural interstates in poor condition.<sup>14</sup> The data also indicate that Georgia was among the states with the lowest percentage of other urban roadways classified in

poor condition in the nation.<sup>15</sup> GDOT has been very efficient in achieving these results. In the ten years leading up to and including 2012, Georgia averaged the ninth lowest expenditure rate in the nation in terms of maintenance dollars spent per state-owned road mile.<sup>16</sup>

However, GDOT has set very high maintenance standards for state-owned roadways and bridges. To make progress in this area, GDOT is implementing transportation asset management, a process that moves away from a “worst first” approach and instead considers usage and risk when prioritizing projects for limited maintenance funds.



Examples of maintenance projects authorized and/or completed by GDOT in FY 2014 include:

- 11.6 miles of resurfacing and maintenance on I-59 from Alabama state line to .06 miles west of SR 136 in Dade County (open to traffic in FY 2014);
- 9.98 miles of resurfacing and maintenance on I-285 from West Paces Ferry Rd to Ashford Dunwoody Rd in Cobb/Dekalb/Fulton County (open to traffic in FY 2014);

<sup>15</sup> Based on International Roughness Index (IRI) for roadway miles reported in FHWA Highway Statistics Series Table HM-64 (<http://www.fhwa.dot.gov/policyinformation/statistics/2012/xls/-hm64.xls>) and following the convention in the Reason Foundation's “21<sup>st</sup> Annual Report on the Performance of State Highway Systems”. Roadway sections with an IRI of greater than 170 inches per mile are classified as “poor.” IRI is a measure of pavement roughness. To have a comprehensive measure of pavement condition, data on other pavement distresses such as rutting, cracking, and faulting are needed.

<sup>16</sup> Based on FHWA Highway Statistics Series Tables HM-10 and SF-4 for 2003 through 2012. Data downloaded from <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>.

<sup>13</sup> <http://www.fhwa.dot.gov/policyinformation/statistics/2012/xls/-hm10.xls>

<sup>14</sup> [http://reason.org/files/21st\\_annual\\_highway\\_report.pdf](http://reason.org/files/21st_annual_highway_report.pdf)

- Bridge bearing rehabilitation and maintenance on I-75 at CR 179/Cedar Creek Rd in Bartow County (construction authorized in FY 2014);
- Bridge deck rehabilitation on I-20 at 11 locations in Fulton County (construction authorized in FY 2014); and
- 5.49 miles of concrete rehabilitation on I-75 from CR 323/Pinehurst-Hawkinsville Rd to SR 230 in Dooly County (open to traffic in FY 2014).

**Of the projects that were under contract and scheduled to be completed in 2014, GDOT delivered 70% on time and almost 100% on budget.**

### **GDOT is Delivering on Its Promises**

Of the projects that were under contract and scheduled to be completed in 2014, GDOT delivered 70% on time and nearly 100% on budget. Nevertheless, some challenges remain. Project authorization is one of the first steps in delivering a transportation project, making federal and state transportation funds available to pay project-related expenses. GDOT did not achieve its overall project authorization goals in 2014, but it did realize on-time authorization rates of 66% for right-of-way purchases and 93% for construction of GDOT-sponsored projects.



Although delayed authorization does not necessarily lead to delayed delivery, it may put the project delivery schedule at risk. GDOT is working to build on its authorization rates by assisting local sponsors with on-time project delivery and streamlining the project development process and increasing accountability by assigning projects to project managers from start to finish.

In addition, June 2014 marked the midpoint for Band 1 projects required to begin between January 2013 and December 2015 under the Transportation Investment Act (TIA).<sup>17</sup> Forty-two percent of the 269 projects in Band 1 were let to construction by the end of June 2014, representing construction contracts valued in excess of \$140 million. GDOT forecasts letting an additional 79 projects through December 2014.

A few of the larger TIA projects under construction in the first 18-months of the program include:

- US 27 Widening in Randolph County;
- 46 Resurfacing Projects in Heart of Georgia Altamaha;
- Old Petersburg Road in Columbia County;
- Eastman Bypass in Dodge County; and
- Deepstep Road in Washington County.

**“We have improved our rail and road system so businesses will have the transportation network they need to get their goods where they need to go.”**  
— Governor Nathan Deal

<sup>17</sup> The TIA Referendum was passed by Georgia voters in the regions of Central Savannah River Area, Heart of Georgia - Altamaha and River Valley. These three regions are implementing a one percent regional sales tax over a ten year period to fund transportation improvements. GDOT is collaborating with local and state agencies to ensure timely delivery of TIA projects. <http://www.ga-tia.com/index.aspx>

## Georgia's Role as a Major Logistics Hub is Expanding

GDOT is implementing important highway projects to support statewide freight movement, in line with the priorities defined in the 2012 Freight and Logistics Action Plan. Some notable projects near the Savannah Port include:

- In October 2013, GDOT broke ground on the Jimmy DeLoach Parkway Connector. This 3.1-mile extension of the current DeLoach Parkway will directly link I-95 to the Georgia Ports Authority's Garden City Terminal via SR 307/Bourne Avenue. Work will include the construction of six new bridges, new interchanges at Grange Road and Pierce Avenue, and about 25 acres of wetlands mitigation. Scheduled to open in the summer of 2016, the project will save time for thousands of trucks that visit the Port each day, and significantly reduce traffic on SR 21/Augusta Highway. At the ground breaking, Governor Deal described how the project supports the state's goal of expanding Georgia's role as a major logistics hub, explaining that "We have improved our rail and road system so businesses will have the transportation network they need to get their goods where they need to go."<sup>18</sup>
- Championing innovative project delivery to achieve faster benefits for the state, GDOT has approved the use of a design-build contract to engineer and construct a diverging diamond interchange (DDI) at I-95 and State Route 21 in Chatham County. Preconstruction activities are now underway and construction is anticipated to begin in 2016 and open to traffic by 2017.<sup>19</sup> DDIs have been improving safety and travel time elsewhere in the state, since the first one opened in metro Atlanta in 2012.

In addition, GDOT's Intermodal Division is developing a State Rail Plan, and freight and logistics are principle concerns. Freight rail traffic in the state is projected to

increase 14.7% from 2011 to 2040. Proposed projects include<sup>20</sup>:

- Multiple capacity upgrades on Georgia's Class-I railroads;
- Upgrades to tracks and bridges on Georgia's short-line railroads;
- Port-rail upgrades including leads, storage, and track; and
- Improvements at 35 railroad crossings across the state.

**Congestion in Atlanta was better than in Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas in FY 2014.<sup>21</sup>**

## Congestion in Metro Atlanta is Better than in Many Peer Regions

Although Atlanta is the 9<sup>th</sup> most populous metro area in the nation, it was ranked 18<sup>th</sup> for congestion by INRIX<sup>21</sup> in FY 2014, better than Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas. Still, GDOT is striving to reduce congestion and annual congestion cost per peak automobile commuter.

Although average peak period travel speeds on metro Atlanta's most congested interstates fell just short of GDOT's target in 2013, many metro Atlanta interstate segments performed very well during the peak hours.

Keeping congestion costs in check in a large, rapidly growing metropolitan area like Atlanta is very challenging. The state has undertaken a number of initiatives in support of this goal:

- GDOT's award-winning 2010 Managed Lane System Plan (MLSP) was the first system-wide evaluation of managed lanes in the US. The MLSP's successor, the Atlanta Regional Managed Lanes Implementation Plan (MLIP), will identify feasible

<sup>18</sup> <http://businessinsavannah.com/bis/2013-10-18/governor-breaks-ground-73-million-port-connector>

<sup>19</sup> Go to <http://www.dot.ga.gov/projects/transpi/Pages/ProjectSelection.aspx> and select project 0012722.

<sup>20</sup> <http://www.dot.ga.gov/travelingingeorgia/rail/Documents/-StateRailPlan/PublicMtgs/PublicMeetingSecondRd-8-14.pdf>

<sup>21</sup> <http://scorecard.inrix.com/scorecard/default.asp>

locations for capacity-adding projects, redefine and reprioritize projects, and develop a funding plan to deliver reliability and congestion relief.<sup>22</sup>

- In October 2014, GDOT broke ground on new reversible managed lanes along I-75 from the SR 155 (Zack Hinton Parkway, South) interchange in Henry County north to the SR 138 (Stockbridge Highway) interchange in Henry and Clayton counties,<sup>23</sup> and from I-285 in Cobb County to Hickory Grove Road in Cobb and along I-575 from I-75 to Sixes Road in Cherokee County.<sup>24</sup> In 2015, GDOT will begin constructing the extension of the existing I-85 express lanes from just north of Old Peachtree Road to Hamilton Mill Road in Gwinnett County. South of I-985, the project proposes to widen I-85 outside of the existing eight-lane mainline, while north of I-985, widening on the inside shoulder along the four-lane I-85 section.<sup>25</sup>



- Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway. GDOT is exploring options to add resources to corridors with the highest incident rates.<sup>26</sup>
- CommuteSmart is Governor Deal's award-winning initiative to reduce traffic congestion by

encouraging state employees to use alternatives to driving alone to work during the rush hours.<sup>27</sup>

- GDOT's Operational Planning Study (OPS) is currently underway and will identify quick-to-implement, low-cost improvements for metro Atlanta's interstate highways, like the "Diverging Diamond Interchange" at Ashford-Dunwoody Road and I-285 in DeKalb County completed by GDOT in 2012 and pictured below.<sup>28</sup>



- GDOT's Regional Traffic Operations Program (RTOP) is designed to improve signal timing and traffic flow on metro Atlanta's busiest arterial roadways. GDOT engineers actively manage and synchronize more than 4,000 traffic signals on some 18,000 miles of roads and streets. They have improved traffic flow and reduced stops by nearly 10 percent.<sup>29</sup>
- GDOT's Towing and Recovery Incentive Program (TRIP) provides financial incentives for the quick clearance of large commercial vehicle incidents. In the very first year it was implemented, TRIP cut the clearance time for these incidents by more than half.<sup>30</sup>
- GDOT has installed more than 160 ramp meters (signals that regulate the frequency of vehicles entering the freeways) helping to smooth traffic

<sup>22</sup> <http://www.dot.ga.gov/Projects/studies/managedlanes/-Pages/default.aspx>

<sup>23</sup> <http://www.dot.ga.gov/travelingingeorgia/expresslanes/-I75expresslanes/Pages/default.aspx>

<sup>24</sup> <http://www.dot.ga.gov/doingbusiness/p3/projects/NWC/-Pages/default.aspx>

<sup>25</sup> <http://www.dot.ga.gov/travelingingeorgia/expresslanes/-I85expresslanes/Pages/default.aspx>

<sup>26</sup> <http://www.511ga.org/static/hero.html>

<sup>27</sup> <http://doas.ga.gov/StateLocal/HRA/Benefits/Pages/-CommuteSmart.aspx>

<sup>28</sup> <http://www.dot.ga.gov/Projects/studies/MetroAtlanta-OperationalPlanningStudy/Pages/default.aspx>

<sup>29</sup> <http://www.dot.ga.gov/travelingingeorgia/trafficcontrol/-Pages/Operations.aspx>

<sup>30</sup> <http://www.timetaskforce.com/time-initiatives/trip>

flow on the interstates and improve travel times in metro Atlanta by 14 percent. In 2013, GDOT awarded contracts to install six new ramp meters at heavy-traffic interchanges in Fulton and DeKalb Counties.<sup>31</sup>

- In October 2014, GDOT installed variable speed limit (VSL) signs on the northern section of I-285 to prepare drivers for upcoming traffic conditions and help smooth traffic flow. VSL allows GDOT Transportation Management Center operators, who constantly monitor I-285 via active traffic management software and closed circuit cameras, to instantaneously detect a crash, breakdown or congestion forming. They then will be able to post warnings in advance of that area on overhead message boards and use 176 new electronic speed limit signs on the shoulder to make real-time adjustments to reduce the speed limit in and leading up to the area. Speeds will be reduced in 10-mph increments as necessary to 55 mph, 45, and a minimum of 35 mph. VSL has been successfully implemented in other states and research has shown that, in addition to increasing safety, it actually can help motorists arrive at their destinations faster – with VSL traffic flows in a more consistent, steady manner than via accordion-like “speed-up, stop; speed-up, stop” movements which also waste fuel and create more carbon emissions.<sup>32</sup>



- GDOT has developed an award-winning, comprehensive Statewide Freight and Logistics Plan

which provides vital strategic direction for future investment in transportation infrastructure that serves Georgia’s freight and logistics industries.<sup>33</sup>

- Georgia Commute Options is a joint effort between GDOT, the Clean Air Campaign and the region's transportation management associations that helps commuters, employers and property managers take advantage of commute alternatives to driving alone, reducing the number of vehicles and congestion on the roads during the rush hours.<sup>34</sup>



- The Xpress commuter coach service has become an important part of the state’s transportation strategy to improve mobility and lessen the burden that congestion has on people and commerce in metro Atlanta. The 33 Xpress routes carry more than 2 million passengers annually, saving metro Atlanta commuters more than \$140 million a year worth of time and fuel—a return on investment of greater than 4-to-1.<sup>35</sup>

Examples of other mobility-focused projects authorized and/or completed by GDOT in FY 2014 include:

- Widening of SR 4/US 1 from the Bacon County line to north of SR 15/Baxley, including 3 bridges in Appling County (open to traffic in FY 2014);
- New location roadway – Harry S. Truman Pkwy from Abercorn St to Whitfield Ave – Phase V in Chatham County (open to traffic in FY 2014);
- New Collector-Distributor system on I-20 eastbound from I-285 to CR 5150/Panola Rd in DeKalb County. The project separates merging traffic on I-285 from

<sup>31</sup> <http://www.dot.ga.gov/travelingeorgia/trafficcontrol/-Pages/Operations.aspx>

<sup>32</sup> <http://www.dot.ga.gov/informationcenter/pressroom/-PressReleases/VSL--9-30-14.pdf>

<sup>33</sup> <http://www.dot.ga.gov/Projects/programs/georgiafreight/-logisticsplan/Pages/default.aspx>

<sup>34</sup> <http://www.gacommuteoptions.com>

<sup>35</sup> <http://www.xpressga.com>

through-traffic on I-20 eastbound to reduce the delays caused by vehicles changing lanes. Since opening, the CD lanes have reduced rush-hour travel times at the interchange by more than 66%, saving commuters more than 10 minutes (open to traffic in FY 2014);

- Widening of Old Petersburg Rd/Old Evans from Baston Rd to Washington Rd in Columbia County. This project is split-funded by TIA and federal funds (construction authorized in FY 2014);
- Interchange reconstruction at I-285 and CR 4519/Atlanta Rd in Cobb County (construction authorized in FY 2014); and
- Widening of I-75 from SR 247/US 41/Pierce Ave to Arkwright Rd in Bibb County (open to traffic in FY 2014).

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# **Transportation Performance Fact Sheets**

# TRANSPORTATION PERFORMANCE FACT SHEET

## Annual Highway Fatalities

### WHAT IS OUR GOAL?

Our goal is to reduce injury and loss of life on Georgia's roads. To help ensure we achieve this goal, we have set a target of reducing roadway fatalities by 41 or more each year.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

#### Incident Management

- ✓ Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway. Average HERO response time is currently 13 minutes. We are exploring options to add resources to corridors with highest incident rates.
- ✓ The Towing Recovery Incentive Program (TRIP) provides financial incentives for the quick clearance of large commercial vehicle incidents. In the very first year it was implemented, TRIP cut the clearance time for these incidents by more than half.

#### Intersection Improvements

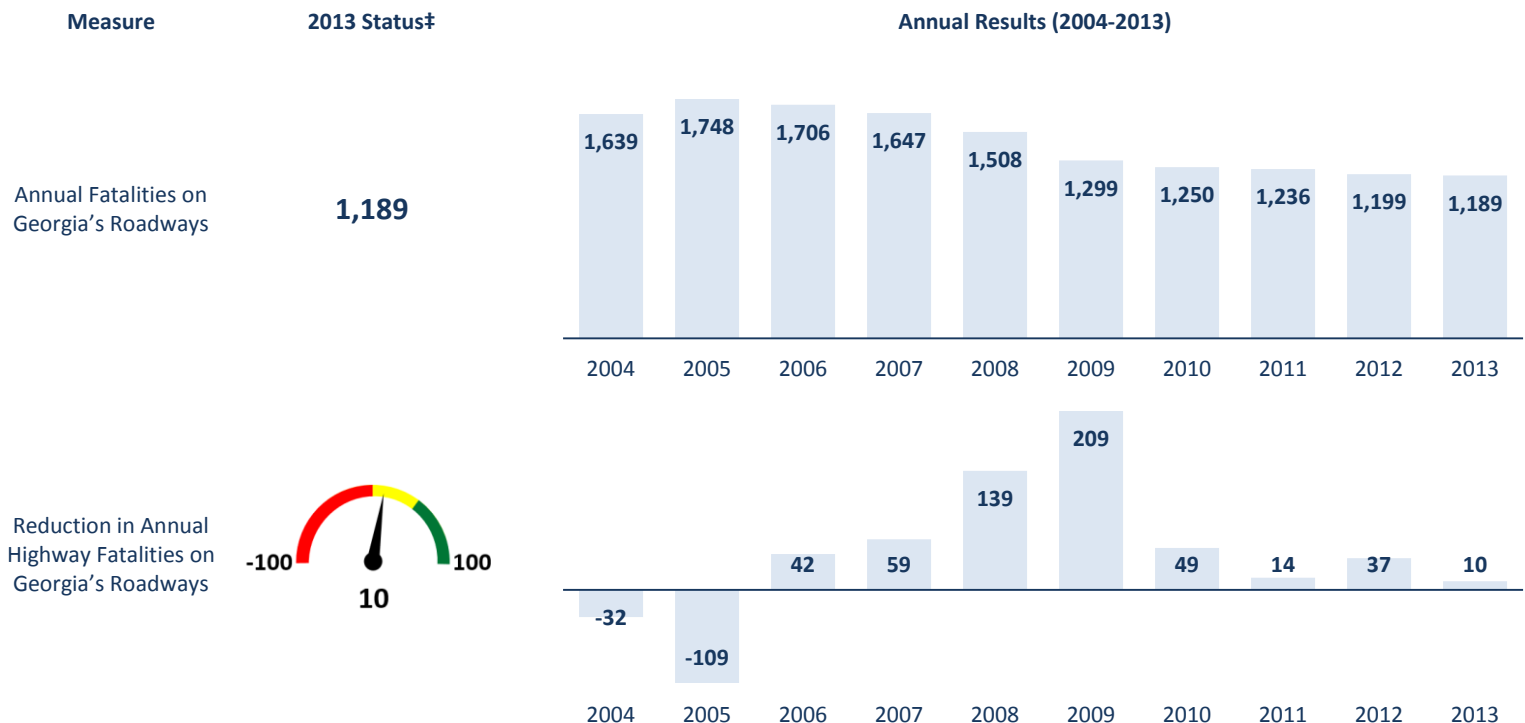
- ✓ About one out of every four roadway fatalities occurs at intersections. We are working to improve intersection safety by implementing major improvements as well as deploying low-cost countermeasures. We have set a target of reducing intersection fatalities by 10 each year.

#### Road Safety Audits

- ✓ GDOT's Traffic Operations office has begun to coordinate the development of an independent, multidisciplinary Road Safety Audit team. Road Safety Audit teams identify and document roadway safety issues and offer recommendations for improving them. Several other states have successfully used Road Safety Audits as a proactive, low-cost approach to improving safety, developing innovative solutions, and saving lives.

### WHERE ARE WE NOW?

**Georgia had the lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast in 2012.\***



\* Based on FHWA Highway Statistics Series Tables FI-10 and VM-2 from <http://www.fhwa.dot.gov/policyinformation/statistics/2012/>

† 2013 is the most recent year for which highway fatality data are available.

# TRANSPORTATION PERFORMANCE FACT SHEET

## Bridges and Roadways Meeting Maintenance Standards

### WHAT IS OUR GOAL?

GDOT's goal is to keep Georgia's roadways and bridges in safe working condition. To ensure that we meet this goal, we have set the following minimum performance targets:

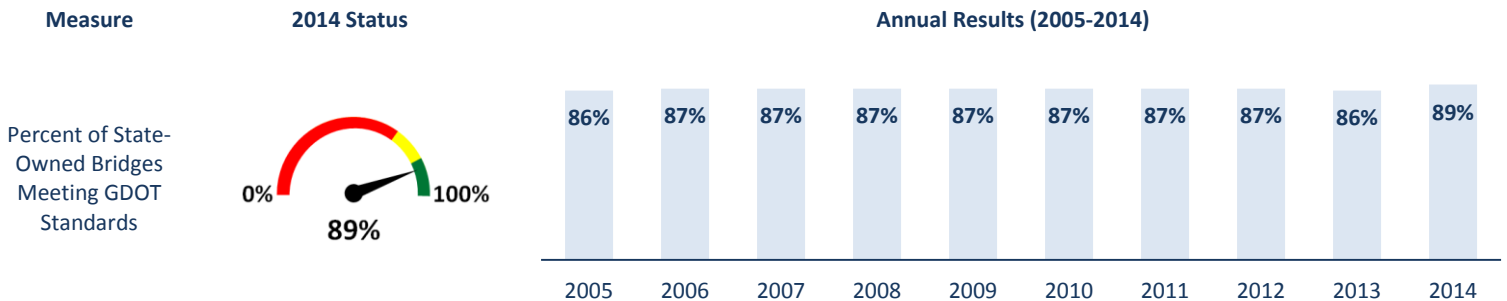
1. Perform maintenance such that 85% of state-owned bridges meet or exceed GDOT standards.
2. Perform maintenance such that 90% of interstates and 90% of state-owned non-interstate roadways are in fair or better condition.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

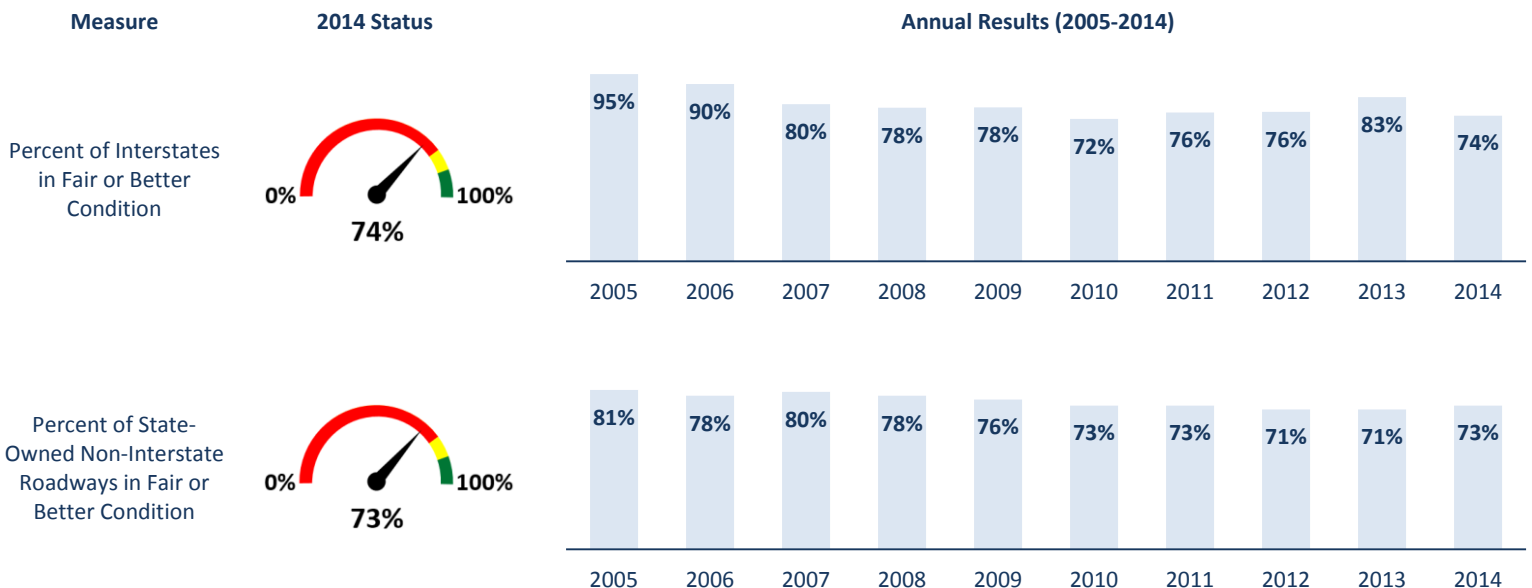
- ✓ GDOT recently implemented transportation asset management, a process that considers usage and risk when prioritizing projects for limited maintenance funds, moving away from a "worst first" approach.
- ✓ The 2014-2017 Statewide Transportation Improvement Program (STIP) includes nearly \$520 million for bridge maintenance, including rehabilitating bridges with degraded strength and/or condition and replacing bridges that have outlived their useful lives.
- ✓ About \$822 million of the funds in the STIP are devoted to maintaining roadways, including minor widenings, reconstruction, restoration, rehabilitation, and resurfacing.

### WHERE ARE WE NOW?

**We have consistently exceeded our target for bridge maintenance since 2005.**



**We have more work to do to achieve our maintenance targets for state-owned roadways. Still, Georgia had the lowest percentage of rural interstates and fourth lowest percentage of urban interstates classified in poor condition in the nation in 2012.\***



\* [http://reason.org/files/21st\\_annual\\_highway\\_report.pdf](http://reason.org/files/21st_annual_highway_report.pdf)

# TRANSPORTATION PERFORMANCE FACT SHEET

## Project Delivery

### WHAT IS OUR GOAL?

Our goal is to deliver projects on time and on budget. To help ensure we achieve this goal, we have set the following four performance targets:

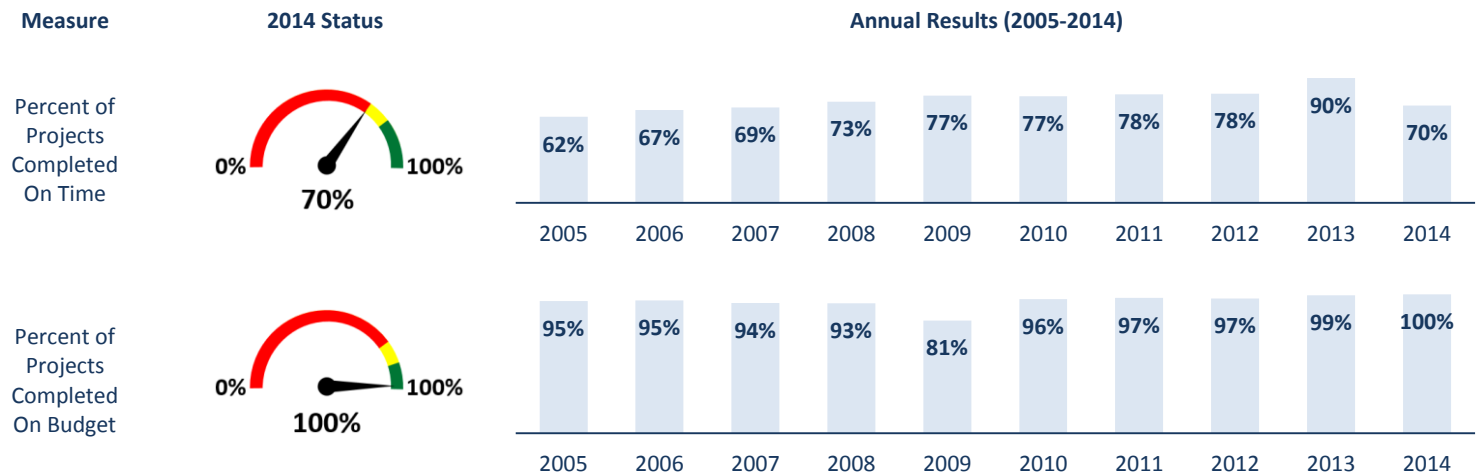
1. We will authorize right-of-way on schedule for at least 75% of projects.
2. We will authorize construction on schedule for at least 80% of projects.
3. We will complete construction on schedule for at least 80% of projects.
4. We will complete construction on budget for at least 90% of projects.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

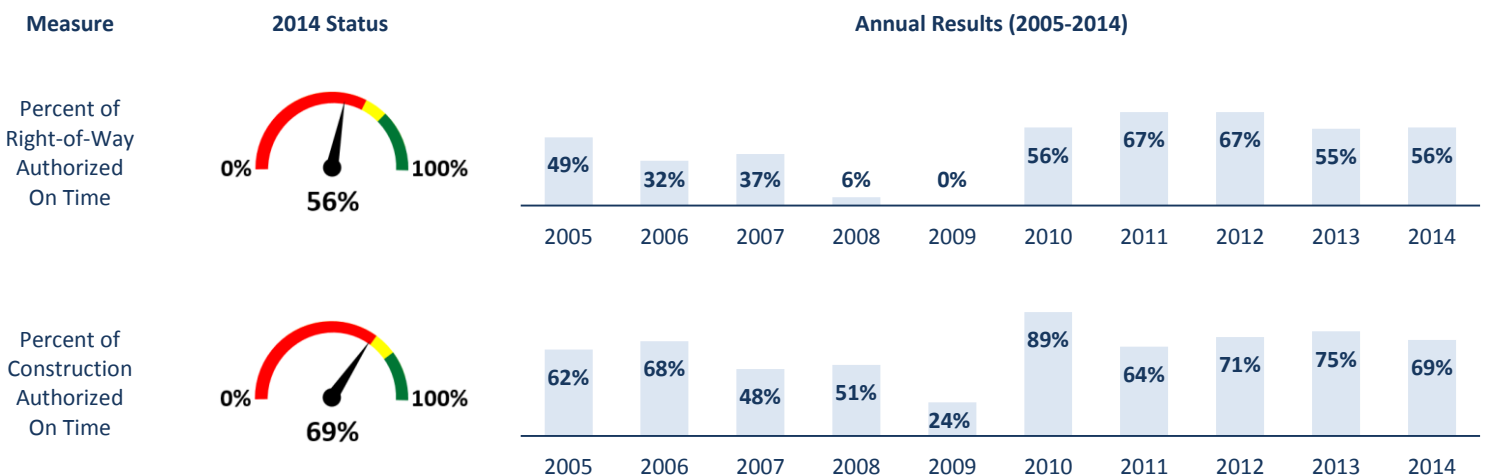
- ✓ Streamlining project development and increasing accountability by assigning projects to project managers from start to finish instead of the previous practice of passing the project from one project manager to another at different stages.
- ✓ Ensuring accurate project definitions, schedules, and costs are reflected in the state's transportation plan.
- ✓ Increasing coordination with partnering agencies in order to better anticipate issues and avoid potential problems that could cause delays.
- ✓ Enhancing coordination with utilities and communication with contractors to improve on-time project completion.
- ✓ Monitoring construction overruns to improve on-budget project completion.

### WHERE ARE WE NOW?

**We delivered 70% of projects on time and nearly 100% of projects on budget in 2014.**



**We have more work to do to achieve our right-of-way and construction authorization targets.**



# TRANSPORTATION PERFORMANCE FACT SHEET

## Speeds and Congestion Costs

### WHAT IS OUR GOAL?

Our goal is to reduce the costs of traffic congestion. To help achieve this goal in metro Atlanta, we track two important performance measures:

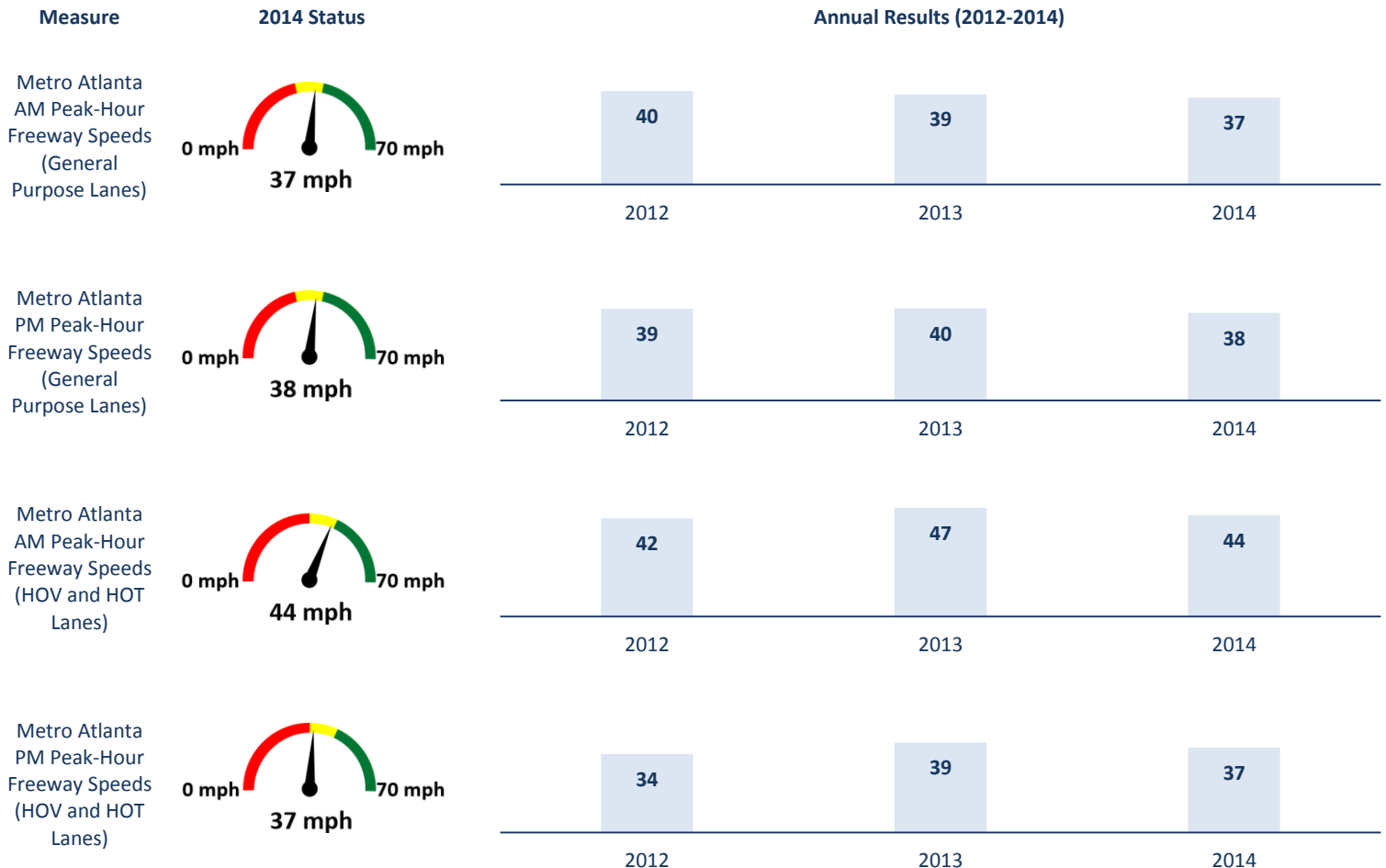
1. **PEAK HOUR SPEEDS:** We track average travel speeds on metro Atlanta's most congested interstate segments during the morning and evening peak hours. Our target is to maintain an average speed of at least 40 mph in general purpose lanes, and 45 mph in managed lanes (HOV and HOT).
2. **CONGESTION COSTS:** We track the average congestion costs in metro Atlanta during peak periods, which is based on the combined cost of extra travel time and fuel spent in traffic. Our target is to reduce congestion costs per peak auto commuter each year.

### WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

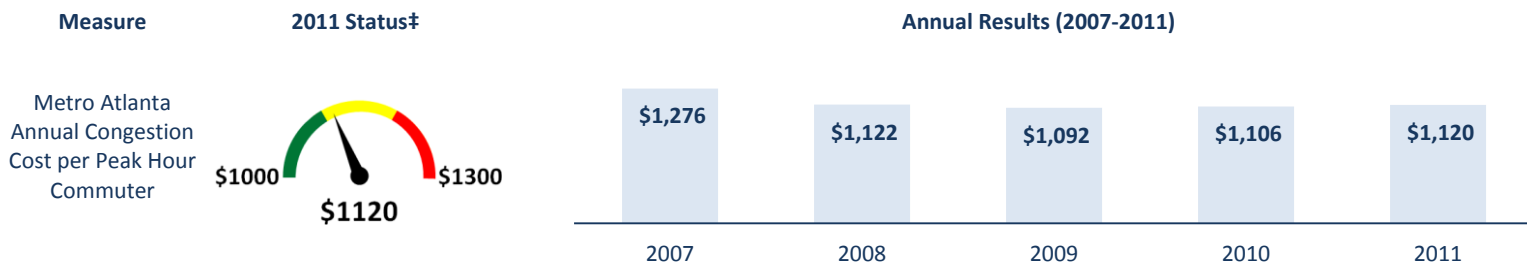
- ✓ The Atlanta Regional Managed Lanes Implementation Plan will identify feasible locations for capacity-adding projects, redefine and reprioritize projects, and develop a funding plan to deliver reliability and congestion relief.
- ✓ 56 centerline miles of new managed lanes are scheduled to be added to metro Atlanta interstates over the next five years.
- ✓ Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway.
- ✓ More than 160 ramp meters have significantly reduced travel times in metro Atlanta.
- ✓ The Regional Traffic Operations Program (RTOP) was formed in 2013 to improve signal timing and traffic flow on metro Atlanta's busiest arterial roadways. The RTOP team is actively monitoring thousands of devices to identify and resolve malfunctioning equipment and signal timing.

### WHERE ARE WE NOW?

**Average peak hour speeds in the general purpose lanes on metro Atlanta's most congested interstates fell just short of our target in 2014.**



**Average annual congestion cost per peak hour commuter in metro Atlanta in 2011 was below the 2007 level.\* Congestion in Atlanta was better than in Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas in 2012.†**



\*<http://mobility.tamu.edu/ums/report/>

†[http://www.tomtom.com/en\\_gb/trafficindex/](http://www.tomtom.com/en_gb/trafficindex/) and <http://scorecard.inrix.com/scorecard/default.asp>

‡2011 is the most recent year for which congestion cost data are available.

# Appendix

## Reduction in Annual Highway Fatalities

GDOT considers safety in every stage of a project and in every investment decision. The American Association of State Highway and Transportation Officials (AASHTO) has adopted a national goal of reducing fatalities by 1000 each year. To assist in achieving this national goal, Georgia has set a target of reducing fatalities by 41 or more each year. This is based on Georgia's roadway types as well as the number of cars and trucks using the roadway system. This measure evaluates GDOT's efforts to reduce fatalities on Georgia's roads. Dashboard ranges for this measure are contained in Table A-1.

**Table A-1 Target ranges for reduction in annual highway fatalities**

Dashboard Status	Range
Green	Reduction of $\geq 41$ Annual Fatalities
Yellow	Reduction of $\geq 0$ and $< 41$ Annual Fatalities
Red	Any Increase in Annual Fatalities

## Percent of State-Owned Bridges Meeting GDOT Standards

One of GDOT's core businesses is to maintain and improve state-owned bridges, which like any structure, deteriorate with age and use. GDOT's target is for 85% of state-owned bridges meet or exceed standards based on bridge strength and deck condition. Different asset classes are held to different standards; interstate bridges are held to a higher strength and condition standards than state route bridges because interstates are more heavily used by vehicles of all sizes and weight classes. Dashboard ranges for this measure are contained in Table A-2.

**Table A-2 Target ranges for percent of state-owned bridges that meet or exceed GDOT standards**

Dashboard Status	Range
Green	$\geq 85\%$
Yellow	$\geq 70\%$ and $< 85\%$
Red	$< 70\%$

## Percent of Interstates Meeting Maintenance Standards

GDOT prioritizes maintenance of heavily-used assets more than lesser-used ones. For roadways, this entails distinguishing between interstates and state-owned non-interstate roadways and holding them to different standards. The Computerized Pavement Condition Evaluation System (COPACES), on a scale of 1 to 100, serves as the basis of the standards. Cracks, rutting, and other surface deficiencies indicate poorer pavement condition. The goal is to maintain at least 90% of interstate road segments at a COPACES rating of 75 to 80 (or more). Dashboard ranges for this measure are contained in Table A-3.

**Table A-3 Target ranges percentage of interstates meeting maintenance standards**

Dashboard Status	Range
Green	$\geq 90\%$
Yellow	$\geq 80\%$ and $< 90\%$
Red	$< 80\%$

## Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards

For state-owned non-interstate roadways, the target is to maintain at least 90% at a COPACES rating of 70 to 75. Dashboard ranges for this measure are contained in Table A-4.

**Table A-4 Target ranges for percentage of state-owned non-interstate roads meeting maintenance standards**

Dashboard Status	Range
Green	$\geq 90\%$
Yellow	$\geq 80\%$ and $< 90\%$
Red	$< 80\%$

## Percent of Right-of-Way Authorized On Time

The Statewide Transportation Improvement Program (STIP) documents the year GDOT anticipates making

funds available to acquire land, known as right-of-way, for a project. Purchasing right-of-way on schedule allows construction of a project to begin on schedule. This measure tracks how well GDOT meets the right-of-way schedule in the approved STIP.

GDOT's target is to complete the plan development process for all projects such that at least 75% of right-of-way is authorized during the programmed year in the currently approved STIP. Dashboard ranges for this measure are contained in Table A-5.

**Table A-5 Target ranges for percentage of right-of-way authorized on time**

Dashboard Status	Range
Green	≥ 75%
Yellow	≥ 65% and < 75%
Red	< 65%

## Percent of Construction Authorized On Time

The State Transportation Improvement Program (STIP) documents the year GDOT anticipates making funds available for construction of a project. This measure tracks how well GDOT meets the construction schedule in the approved STIP.

GDOT's target is to complete the plan development process for all projects such that at least 80% of construction is authorized during the programmed year in the currently approved STIP. Dashboard ranges for this measure are contained in Table A-6.

**Table A-6 Target ranges for percentage of construction authorized on time**

Dashboard Status	Range
Green	≥ 80%
Yellow	≥ 70% and < 80%
Red	< 70%

## Percent of Projects Constructed On Time

Each contract executed to build a project includes a time frame to complete construction, agreed upon by GDOT and the contractor. However, sometimes necessary extensions occur. This measure tracks how well GDOT is

doing at constructing projects within the agreed-upon contract time.

GDOT's target is to complete the construction of 80% or more of all projects within the agreed upon contract time. Dashboard ranges for this measure are contained in Table A-7.

**Table A-7 Target ranges for percentage of projects constructed on time**

Dashboard Status	Range
Green	≥ 80%
Yellow	≥ 70% and < 80%
Red	< 70%

## Percent of Projects Constructed On Budget

Each contract executed to build a project includes a dollar amount to complete construction, agreed upon by GDOT and the contractor. However, sometimes projects are completed over or under the award amount. This measure tracks how well GDOT is doing at constructing projects at or below the agreed upon dollar amount.

GDOT's target is to complete the construction of 90% all projects within 110% of their budgeted award amount. Dashboard ranges for this measure are contained in Table A-8.

**Table A-8 Target ranges for percentage of projects constructed on budget**

Dashboard Status	Range
Green	≥ 90%
Yellow	≥ 80% and < 90%
Red	< 80%

## Annual Congestion Cost per Peak Auto Commuter

Annual congestion cost is supplied by the Texas Transportation Institute's (TTI) Urban Mobility Report. It is the estimated value of travel delay and excess fuel consumption. It is based on 24/7 real-world travel time data supplied to TTI by INRIX, covering the freeways and arterials in the Atlanta Urbanized Area.

Future travel demand is expected to grow along with the population and economy of metro Atlanta, meaning that congestion will likely increase compared to current levels. Therefore, a very ambitious target is to hold this measure at its 2010 level (i.e., \$1,106). The corresponding staff-proposed dashboard ranges for this measure are contained in Table A-9. The target and ranges are subject to change.

**Table A-9 Target ranges for annual congestion cost per peak auto commuter**

Dashboard Status	Range
Green	≤ \$1,106
Yellow	> \$1,106 and ≤ \$1,217
Red	> \$1,217

## Metro Atlanta Morning/Evening Peak Hour Speeds

Due to the level of congestion in metro Atlanta, travelers anticipate delays when traveling during peak morning and evening hours (6am-10am and 3pm-7pm). GDOT has set a peak hour target of 40 mph or better for its interstate system. Dashboard ranges for this measure are contained in Table A-10.

**Table A-10 Target ranges for AM/PM peak hour operating speeds in key corridors**

Dashboard Status	Range
Green	≥ 40 MPH
Yellow	≥ 35 MPH and < 40 MPH
Red	< 35 MPH



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